Drivers’ Hours Rules

In the UK, the work and driving hours of goods and passenger vehicle drivers are regulated using a number of complementary sets of Hours of Work Limitations. Their purpose is to maintain safety standards, specify maximum driving times, the frequency of breaks and minimum rest periods.

European Union Drivers’ Hours Rules and Regulations apply to LGV drivers (for goods vehicles that exceed 3.5 tonnes) based in the UK, while they are driving both in the UK and in the European Union. Passenger vehicles carrying more than nine people are also subject to the EU Drivers’ Hours Rules, while ‘domestic rules’ apply to drivers of most other goods and passenger vehicles when they are in the UK.

It is the employer's and driver's responsibility to comply with the driver's hours and Tachograph Regulations. The rules are summarised below:

- **Goods vehicles <3.5 tonnes**

  For goods vehicles of less than 3.5 tonnes, which are operated entirely within the GB the following GB rules on domestic driving limits apply:

  **Daily driving**: From the start of duty time, the maximum amount of driving permitted in any working day is 10 hours.

  **Daily duty**: Where an employee is required to drive for more than 4 hours during the working day, the maximum length of duty permitted (whether driving or otherwise) is 11 hours, not including rest or breaks. A driver is exempt from the daily duty limit on days when they do not drive, and/or they drive for less than 4 hours on each day of the week.

  **Record keeping**: Daily records of hours of work using either a log book or tachograph are required by law for that day if:

  - The driver is driving a vehicle that is within the scope of operator licensing, and
  - The driver drives for more than 4 hours on the day, or, the driver drives outside a 50km radius of the vehicle’s operating centre on the day

  Where no records are required by law for that day, it is recommended that records are maintained for safety management purposes.

- **Goods vehicles >3.5 tonnes**

  For goods vehicles greater than 3.5 tonnes, that are operated entirely within the GB, the EU rules apply for the whole of that day. This requires compliance with EU law on daily and weekly driving limits, breaks and rest periods and the rules are summarised in the table on the following page.

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This document refers to the RSSB document “Managing Occupational Road Risk associated with Driver Fatigue: A Good Practice Guide.”
### Breaks from driving
A break of no less than 45 minutes must be taken after no more than 4.5 hours of driving. The break can be divided into 2 periods - the first at least 15 minutes long and the second at least 30 minutes - taken over the 4.5 hours.

### Daily driving
Maximum of 9 hours, extendable to 10 hours no more than twice a week.

### Weekly driving
Maximum of 56 hours.

### Two-weekly driving
Maximum of 90 hours in any two-week period.

### Daily rest
Minimum of 11 hours, which can be reduced to a minimum of 9 hours no more than 3 times between weekly rests. May be taken in 2 periods, the first at least 3 hours long and the second at least 9 hours long. The rest must be completed within 24 hours of the end of the last daily or weekly rest period.

### Multi-manning daily rest
A 9 hour daily rest must be taken within a period of 30 hours that starts from the end of the last daily or weekly rest period. For the first hour of multi-manning, the presence of another driver is optional, but for the remaining time it is compulsory.

### Ferry/train daily rest
A regular rest period (of at least 11 hours) may be interrupted no more than twice by other activities of not more than 1 hour’s duration in total, provided that the driver is accompanying a vehicle that is travelling by ferry or train and has access to a bunk or couchette.

### Weekly rest
A regular weekly rest of at least 45 hours, or a reduced weekly rest of at least 24 hours, must be started no later than the end of 6 consecutive 24-hour periods from the end of the last weekly rest. In any 2 consecutive weeks a driver must have at least 2 weekly rests - 1 of which must be at least 45 hours long. A weekly rest that falls across 2 weeks may be counted in either week but not in both. Any reductions must be compensated in 1 block by an equivalent rest added to another rest period of at least 9 hours before the end of the third week following the week in question.

The EU drivers' hours rules do not place any specific limits on overall working time. Therefore the regulations are supplemented by The Road Transport (Working Time) Regulations (2005) which specific minimum requirements with regard to the organisation of working time for all persons performing mobile road transport activities, including self-employed drivers, who operate on vehicles which are subject to the European drivers' hours rules. A 'mobile worker' is defined as any worker forming part of the travelling staff (typically drivers and vehicle crew, but also trainees and apprentices) who is in the service of an undertaking which operates road transport services for passengers or the movement of goods.

Under the Regulations, "working time" for mobile workers must not exceed:
- An average 48 hour week (normally calculated over a 4 month reference period);
- 60 hours in any single week;
- 10 hours in any 24 hour period, if working at night

Working time includes activities such as driving, loading, unloading, cleaning and technical maintenance, assisting passenger boarding, disembarking the vehicle. The directive also entails break requirements (maximum 6 consecutive working hours without breaks) and extends rest time provisions of the EU drivers' hours rules to crew members on in-scope vehicles.

Drivers subject to the EU drivers' hours rules are required by law to record drivers' activities (including the vehicle's speed, distance and time) using an approved tachograph.

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**Adapted from:** Rules on Drivers' Hours and Tachographs. Goods vehicles in GB and Europe. Vehicle & Operator Services Agency [38]